

## WHAT IS CLAIMED IS:

1. A shifting device for the preferably powerless transmission of shift commands to a fully automatic or semi-automatic transmission of a motor vehicle, the shifting device comprising:

- 5           a frame and/or housing;
- a gearshift lever mounted pivotably along a shift gate;
- a first shift stop defining a shift position of the gearshift lever;
- a second shift stop for the gearshift lever defining a shift position of the gearshift lever;
- and
- 10          at least one detection device for detecting one or both of the shift positions, the shifting device having an inoperative position, into which the gearshift lever pivots back by itself from a deflected shift position driven by a restoring force; and
- an actuating device countermanding a shift stop so that the gearshift lever can be pivoted beyond one of said the positions defined by the associated shift stop.

- 15          2. A shifting device in accordance with claim 1, wherein at least one shift stop is formed by a gearshift lever-side stop face moving with the gearshift lever and by a stop face that is stationary in relation to the movement of the gearshift lever.

3. A shifting device in accordance with claim 2 wherein the gearshift lever-side stop face is formed by a stop element connected with the gearshift lever and including preferably a pin at

the gearshift lever.

4. A shifting device in accordance with claim 2, wherein the stationary stop face is formed by a stop element that is in connection with the frame and/or housing.

5 5. A shifting device in accordance with claim 3, wherein said at least one shift stop can be deflected by means of the actuating device such that the original stop is ineffective in the deflected position.

6. A shifting device in accordance with claim 5, wherein said at least one shift stop is a rocker arm, which is mounted pivotably around a rocker arm pivot axis.

- 10 7. A shifting device in accordance with claim 6 wherein the rocker arm pivot axis itself is mounted on a pivotable emergency lever in an emergency lever shaft, said emergency lever being connected with a emergency release means of the automatic transmission and can actuate the emergency release mechanism by its deflection.

8. A shifting device in accordance with claim 7, further comprising: a locking element to prevent the emergency lever from pivoting.

15 9. A shifting device in accordance with claim 8 wherein the locking element is a rocker element, which is mounted on a shaft and can prevent the rocker arm from being pivoted around

the emergency lever shaft in a blocked position and permits this pivoting in another released position.

10. A shifting device in accordance with claim 3, wherein the gearshift lever has a coupling element, which can be fastened to said at least one shift stop element.

5           11. A shifting device in accordance with claim 1, wherein the actuating device is directly connected with a button at the gearshift lever in order for it to be able to be mechanically triggered by pushing the button.

12. A shifting device in accordance with claim 11 wherein the actuating device has a longitudinally displaceable push rod, which can move a pin along the gearshift lever.

10           13. A shifting device in accordance with claim 1, wherein the actuating device is indirectly connected with a button at the gearshift lever in order to be triggered by pushing, the pushing of the button electrically causes actuation or generates another signal.

15           14. A shifting device in accordance with claim 1, wherein the actuating device has a, preferably electromagnetically operated plunger, which brings about or makes possible the pivoting out of a stop face.

15. A shifting device in accordance with claim 6, wherein the actuating device has an

electromagnetically operated plunger, which can pivot out the rocker arm loaded by a spring.

16. A shifting device in accordance with claim 8 wherein the locking element has an electrically controlled releasing device.

17. A shifting device in accordance with claim 1, wherein another said shift stop, which  
5 defines a maximally deflected shift position of the gearshift lever, is provided at least in the deflection direction of the gearshift lever.

18. A shifting device in accordance with claim 1, wherein the detection device has a Hall sensor for at least one of the shift positions.

19. A shifting device in accordance with claim 1, wherein the detection device has an  
- 10 optical sensor for at least one of the shift positions of the gearshift lever.

20. A shifting device in accordance with claim 1, wherein the detection device has a electric switch for at least one of the shift positions of the gearshift lever.

21. A shifting device in accordance with claim 1, wherein the restoring force of the gearshift lever is generated by a spring-loaded roller or a spring-loaded sliding element, which  
15 said roller/sliding element is coupled with the gearshift lever and moves over a curve, which is a rigid part of the housing.

22. A shifting device in accordance with claim 1, further comprising: an electronic or program-controlled control circuit for controlling the actuating device for countermanding a shift stop, taking into account the current driving conditions and/or the current shifting state.

23. A shifting device in accordance with claim 8, wherein an electronic or program-  
5 controlled circuit is provided for triggering the locking element taking into account the current driving conditions and/or the current shifting state.